MENTAL HEALTH

There are several tested and reliable drugs like chlorpromaEine, Amit-riphlyline Phenol arbitone, Diazepam which are used as antipsychotic/anti-depressan'/antiapileptic/ anti-anxiety drugs. Tnese drugs are usually available in the institution where mental illnesses are treated.

(h) No, Sir. A statement giving the available iniormation regarding deaths due to Tuberculosis, Polio, Typhoid and Measles reported during the last 5 years is enclosed. *[See* Appendix CVLII, Annexure No. 63]. Leprosy does not directly contribute to death in the affected persons.

Employing of Trainees in Cochin Shipyard Limited

1203. SHRI N. E BALARAM; Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that a number of apprentice trainees are employed in the Cochin Shipyard Limited continuously for the last 3 years; and

(b) if so, what are the details thereof; asid the reason for n_0 regularising ihem so far?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT); (a) and (b) At preset 109 Apprentices are under-going Training under the Apprentices Act and their training i_s scheduled to be comple ted by 30th Apri] 1337. Besides, CSL has also taken 127 Apprentices in two batches of 99 in June 1984 and 28 in January 1985 respectively, for inten sive training under Company's own scheme. In the liglit of general ba_n on the creation of posts, eariier there were no vacancies against which the_{se} frainees could have been taken. Management is now considevj *n*< \ them for employment against th_e notified vacancies after their $_n ame_s$ are sponsored by the employment exchange, who have been specifically requested to con" sider sponsoring the intensive trainees also for the posts of Shipwright (General).

Crisis in shipping companies

1204. SHRI BIR BHADRA PRATAP SINGH; SHRI BHAGATRAM MANHAR;

Will the Minister of SURFAC2 TRANSPORT be pleased to state:

(a) whether it is fact the shipping industry has been going through the crisis and if so, what are the steps a'ready taken or being contemplated to help the shipping companies;

(b) what was the strength of the lndian merchant fleet on March 31, 1987 and what i_s the age of each ship in the feet;

(c) what was the Indian shipping tonnage on January 1, 1987, January 1, 1986, January 1, 1985 and January 1, 1981; and

(d) v iat was the amount of tonnage required 0:: each one of the four above date .; and what have been the adverse effects on the industry because of the gaps in the required and the actual available tonnage?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) Yes, Sir. Government of india have been making continuous assessment of the factors responsible for present crisis, namely, want of adequate caigu and serious constraint on the cash flows. Govt, have ex-tended help to Indian Shipping companies in various forms of cargo sup-p<ut and incentives for carrying cargo in Indian bottoms. T_0 eas_e the cash flow problems. Govt, have on 3 occasions eariier considered reshedulement of the payments of the principal and interest amounts.

(b) The operating strength of the lndian merchant fleet as on 31st

March. 1987 was as wollows:—

	No. of ships	GRT
Coastal	129	4,13,632
Overseas	254	63,46,961
	383	67,60,593

Age	No. of Ships
5 years and below . . .	123
5-9 years	52
10-14 years	100
15-19 years	66
20 years and above . .	34
	375

(c)

Tonnage as on	No. of ships	GRT
1-1-1987 . .	359	5 4,78,521
1-1-1986 . .	368	59,50,200
1-1-1985 . .	433	63,74,619
1-1-1981 . .	384	56,83,098

(d) Tonnage requirements are noi afsessed on year to year basis. The target is for each of the 5 year Plans. The Plan Target for the 6th Five Year Plan was for 7.5 million GRT whereas
tile actual tonnage at the end of *ihe* 6th Five Year Plan was 6.31 million
GRT. The gap in the required ani actual available tonnge has effected the Indian Shipping Industry to the extent that a substantial volume of trade has been catered to by foreign flag vessels.

Condition of Ports in the Country

1205. SHRI BIR BHADRA PRATAP SINGH: Will the Minister of SURFACE TRANSPORT be pleased to state;

(a) whether it is fact that minor and major ports in the country conti nue to remain in a bad condition and
if so, the reasons therefor;

(b) what are the names Of various minor and intermediate ports in different maritime States and broad figures of traffic handled by each on of them;

(c) what are the steps already taken or being contemplated by the Central Government to assist and encourage the various mariiime State Governments to take better care of minor and intermediate ports in their respective areas; and

(d) what are the details of financial and technical! assistance provided by the centre in fhe last three years?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) and (b) Out of the various Ports in the country the Central Government is directly res p nsible for the development of Ports declared as major ports. For the deve".* pment of ports other than major ports the State Governments concerned are responsible. During he 7th Five Year Plan an outlay of Rs. 955 crores nas been made for Modernisation, replacement and additional facilities at the maior ports. During the 6h Five Year Plan a sum of Rs. 543.20 crores was spent on the provision of vhese facilities. The major ports have been handling increased traffic from year to year.

(c) and (d) No financial assistance has been provided by the Central Government to State Governments du ring the last three years. A provision of Rs. 20 crores has however, been made in the 7th Five Year Plan for providing financial assistance for the development of two minor ports-one